

WOLFOK LAWYER TO BE PRESIDENT OF R. F. & P. ROAD

(Continued from First Page)

by persisted in their purpose to ignore the minority and confirm its own selection of a president.

To have done this in the face of the injunction would have put the men in contempt of court. Whether the State actually disclosed this ended it was holding or kept the fact of its possession in reserve, is not positively known. It was merely stated at the time that the State would adopt a retaliatory measure, necessary. Just what the injunction restrained the representatives of the holding company from doing or attempting could not be ascertained. It was understood, however, that the court's mandate was still in full force and effect yesterday, had it been deemed necessary to invoke it to protect what the minority conceived to be its interest in the matter.

Another interesting phase of the conference and the canvass of the situation for a mutually acceptable man for the railway presidency, is the fact that the post was tendered to the Hon. Allen Caperton Braxton, at a salary of \$10,000, but the offer was conditioned upon his devoting his entire time to the business, and giving up his law practice. This he was unwilling to do, and as the railway representatives made this a condition of his approval of his selection, his name could no longer be considered.

The chief spokesman for the railway interests was the Hon. Alexander Hamilton, of Petersburg, general counsel for the Atlantic Coast Line and also vice-president of the system. Mr. Hamilton had himself been proffered the position, but could not afford to give up his double connection with the Coast Line.

Mr. Alfred P. Thom, general counsel for the Southern Railway, and ex-Judge Leigh R. Watts, of Portsmouth, general counsel for the Seaboard Air Line, were also said to be active in the conference. In fact, the other three roads—the Pennsylvania, the Chesapeake and Ohio and the Baltimore and Ohio—apparently were also to have been named. The Coast Line, the Seaboard and the Southern, own half of the fifty-two per cent. of the stock of the holding company.

The suggestion of Mr. Braxton for the presidency is of peculiar interest, by reason of his prominent and still active connection with the movement by the State for the regulation of public service corporations.

Mr. Braxton was the author of the article creating a Corporation Commission, which was done by the State Constitutional Convention of 1902. Since that time he has been prominent in the construction of the provisions of this article, and in defending its constitutionality against the combined assaults of the eminent attorneys representing the Coast Line and Southern and the Seaboard, and other lines. Only recently, and indeed, up to and including the present, Mr. Braxton has been retained by the State in conjunction with its Attorney-General in an effort to enforce the orders of the Corporation Commission in the matter of the classification of railway freight rates proposed by it.

In this capacity Mr. Braxton has been a tower of strength to the State and a stumbling block to the railways in their efforts to prevent the enforcement of the rates proposed. It may be a mere coincidence, and no consequence, that the railway most interested and active in this matter should have agreed on Mr. Braxton as a railroad president.

Interesting Situation. If it be a mere coincidence it is indeed a peculiar and interesting one. When the fact is considered in this connection that the railways situated this in event of his acceptance of the railway presidency Mr. Braxton must devote his entire time to it, and, therefore, must give up his law practice, the coincidence becomes more remarkable. Whether by accident or design, it would have been a brilliant coup for the railways interested had the eminent lawyer referred to given up his practice and entered the railway business as an executive officer.

Nobody who knows him doubts that he would make an excellent one, had he accepted. But he was unwilling to give up the profession in which he has achieved great distinction.

It is also interesting to state that Mr. Braxton has been frequently suggested as the logical candidate for the United States Senate in the event of the retirement of either of the present Senators. Indeed, it is believed that such a recognition of his services and ability would be highly appreciated by him. He has himself admitted that the senatorship is an honor which no man can afford to despise when it comes to him without self-seeking. Just what effect the acceptance of a railway presidency might have upon the future senatorial prospects of Mr. Braxton is matter for conjecture, but there are those who believe that it would be difficult, if not impossible, for a railroad president to be chosen therefor.



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And see how quickly it will warm a cold room or hallway. The Perfection Oil Heater takes the place of furnace and other stoves between seasons, and in midwinter enables you to warm any cold spot in the house that the other stoves fail to heat. The

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is the handiest oil heater made. Does not smoke or smell. Wick cannot be turned too high or too low. Perfectly safe and as easy to operate as a lamp. All parts easily cleaned. Gives intense heat at small cost. Every heater warranted. No household should be without the Perfection Oil Heater. If not at your dealer's write to our nearest agency for descriptive circular.



even though it was a road partially owned by the State.

In the view of many, it is believed that the acceptance of the railroad post would have practically eliminated Mr. Braxton from any future senatorial consideration, had he continued in the railroad service.

The Conference.

But to the conference itself. There were really two of them. The first was in the nature of a preliminary caucus on the part of the State's representatives, with a view to outlining a course of procedure and agreeing upon a man, or several men, who would be acceptable for the railway presidency. Early yesterday morning the State proxies and the Sinking Fund Commissioners of Virginia met with Governor Swanson and went over the situation carefully, preparing in advance for any contingency.

There were present at this conference the Governor, Colonel John H. Purcell, Mr. T. Lee Moore, Judge A. I. Hamilton, Mr. E. L. Cole and Mr. John A. Broadus, the State proxies; the Board of Sinking Fund Commissioners, consisting of Auditor John G. Dew, Treasurer A. W. Taylor, Ellyson, the State director of the

Almost immediately upon convening the conference board read a letter from Judge William J. Leake, the retiring president of the Richmond, Fredericksburg and Potomac, who had been urged for the position again, in which letter he stated positively and without reservation or condition that he was no longer a candidate or aspirant, and further that he would not permit the use of his name in that connection.

The letter was not wholly a surprise, some of the conference having already been informed of Judge Leake's attitude. After some further discussion and the canvassing of names, it was determined by the conference to present the name of Mr. William D. Duke for the position. He had not been considered, however, the selection by the caucus being without his knowledge or consent. When he became aware of the action taken he promptly made it known that he did not desire even the mention of his name in this connection.

Second Meeting.

Without having agreed upon a recommendation the State conference adjourned until the meeting of the joint conference at 3:30 P. M., when the gentlemen named were joined in the Governor's office by Mr. Henry Walters, of the Atlantic Coast Line; President Alfred L. Walter, of the Seaboard Air Line; General Counsel Leigh R. Watts, of the Seaboard; President George W. Stevens, of the Chesapeake and Ohio, representing that system and the Baltimore and Ohio and the Pennsylvania; Mr. Samuel Rea, one of the vice-presidents of the Pennsylvania; and Mr. Contee, of the same system; Hon. Alfred P. Thom, general counsel for the Southern Railway, and Hon. Alexander Hamilton, general counsel and vice-president of the Atlantic Coast Line Railway.

After much discussion, it may be stated that Mr. A. C. Braxton was presented as the choice of the State for the position. The railway representatives being in-

formed of this, conferred and reported that they would accept the suggestion of Mr. Braxton as president, at a salary of \$10,000 a year, conditioned upon his devoting his entire time to the interest of the road. Thereupon Mr. Braxton was notified and invited to appear before the conference, which he did. After being informed of the action taken and the conditions upon which the offer was made, Mr. Braxton stated that while he appreciated the honor done him, it would be impossible for him to accept if his entire time were required, and he would have to give up his law practice. The representatives of the State were urgent in their insistence that he make this sacrifice in the interests of the State, and the railway conference were fully acquiescent in this course, but it was in vain.

It then became necessary for the State representatives to select or suggest some one else. After a few minutes it was reported that the choice of Alexander Hamilton, of the Coast Line, would be acceptable, and even agreeable to the State. Mr. Hamilton, however, frankly informed the conference that he could not consider the proposition, which would have necessitated his severance of his connection with the Coast Line as general counsel. Still other names were canvassed, which would have been agreeable to both sides, but they declared that they were unable to accept. The names of the others considered were not made known.

Agreed on White.

Again the conference divided to confer, and the State proxies after canvassing the situation thoroughly, agreed by a vote of 5 to 1 to present the name of Hon. William H. White, of Norfolk. This result was communicated to the railway officials and was promptly accepted by them.

While it was not stated that Mr. White had formally agreed to accept the offer, it is taken for granted that he will, and his selection was made only after this became clearly understood. He is a former law partner of Mr. Thom, of the conference, and it is assumed that he will accept the position when elected to-day.

The result was achieved after a four-hour conference at the very outset of which the representatives of the railway stated that they would not present any name of a person connected with the Pennsylvania Railway and would show possible deference to the State in the selection of a president. In fact, they were willing to accept any efficient and capable man whom the representatives of the State might suggest.

Judge Leake, the retiring president, was agreed upon as general counsel and director of the Richmond, Fredericksburg and Potomac Railroad, in which capacity his friends believe he can be of as much service to the road as if he were present.

It was not announced at the conference whether any one would stand upon as operative man or assistant to the president. The charter of the road does not provide for a vice-president. During the incumbency of Judge Leake, Mr. W. D. Duke has been assistant to the president and has had charge of the operation of the road. Whether Mr. Duke will be continued in this position or whether Mr. Rodgers will be named for the place only to-day's meeting of stockholders will disclose. No information whatever could be secured on the subject last night.

The railway interests have the power to name whom they please, and it is possible that they may name Mr. Rodgers, who was sacrificed as president because he was connected with a line affiliated with the Pennsylvania. Mr. Rodgers was the choice of President A. J. Cassatt, of the Pennsylvania, for the position originally. The other five roads of the holding company were asked to suggest a man, but none did so. Mr. Rodgers being acceptable to them. It is said that through some oversight on the part of one of Mr. Rodgers' associates, the nomination of Mr. Rodgers by the Pennsylvania was not communicated to the State representatives, as it was to the other roads in the holding company; hence the tempest that ensued and the ultimate withdrawal of Mr. Rodgers.

Is Well Known.

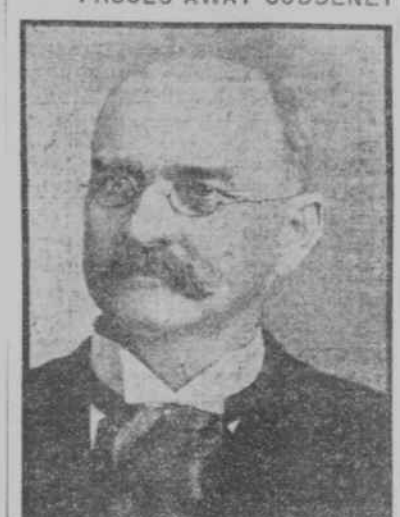
Mr. William H. White, the new president of the road, is one of the best lawyers in Virginia and has attained prominence in public life as well. He is a member of the law firm of White, Tunstall & Wilcox, of Norfolk, and was of the firm of White, Tunstall & Thom before the Hon. A. P. Thom was made general counsel for the Southern Railway. He removed his office to Washington, D. C. in 1894 Mr. White was made United States attorney for the Eastern District of Virginia, succeeding Hon. Francis Rivers Lassiter, of Petersburg, whose activity in behalf of his party and of Mr. Bryan was displeasing to President Cleveland. Since that time Mr. White has been senior member of the leading legal firms of Norfolk, and has a brilliant reputation at the bar. He is personally well known to many members of the bar and other citizens in this city and is popular as well as able.

Local Counsel for the Southern.

(Special to The Times-Dispatch.) NORFOLK, VA., December 10.—William H. White, of Norfolk, who to-night was selected for the presidency of the Richmond, Fredericksburg and Potomac Railroad, is the senior member of the

law firm of White, Tunstall & Wilcox, and is now local counsel of the Southern Railway and the Norfolk and Southern Railway. Before the consolidation of the Norfolk and Southern with other railroads he was general counsel of that road. With his firm he is counsel for the Norfolk and Portsmouth Traction Company, capitalized at \$1,000,000. Hon. Alfred P. Thom, general counsel of the Southern, was formerly Mr. White's partner.

TREASURER JARRATT PASSES AWAY SUDDENLY



(Special to The Times-Dispatch.) JARRATT, VA., December 10.—J. R. Jarratt, treasurer of Sussex county, died suddenly at his home here Sunday morning. He had been in feeble health for a week or ten days, but was thought to be improving. He leaves a wife, one son and one daughter, who, with a host of friends and relatives, mourn their loss.

Build Freight Depot.

(Special to The Times-Dispatch.) RALEIGH, N. C., December 10.—The Corporation Commission orders the Southern Railway to build a new freight station at Raleigh within ninety days from January 1st.

OBITUARY.

Mrs. L. C. Minor.

Mrs. Elizabeth Tiller Minor, wife of Mr. Lucien C. Minor, for many years connected with the Richmond Fire Department, died at a residence here Sunday morning. She had been in ill health for some time. Besides her husband, Mrs. Minor leaves one daughter, Mrs. Thomas W. Freeman, of this city.

The funeral will take place at 3 o'clock tomorrow afternoon from the Pine Street Baptist Church.

Mrs. M. E. Taylor.

Mrs. M. E. Taylor died at the residence of her daughter, Mrs. J. J. Farmer, No. 312 Pleasant Street, at 2:30 o'clock Sunday. She was eighty-six years old. The funeral will take place from the same residence at 2:30 o'clock to-day. Interment will be in Oakwood.

Mrs. C. J. Bowers.

Mrs. C. J. Bowers, eighty-five years of age, died at 2:30 A. M. yesterday at the residence of her son-in-law, Mr. T. T. Mayo, No. 46 North Lombard Street. The funeral will be held at 2:30 o'clock from Grace Street Presbyterian Church.

Funeral of Mr. Hope.

The funeral of Mr. James L. Hope, who died at his home in South Pine Street Sunday afternoon, will take place from the same residence at 2:30 o'clock to-day.

Funeral of Mrs. de Nordendorf.

The funeral of Mrs. Lillie A. de Nordendorf, who died at her residence, 214 E. Cary Street, at 4:30 o'clock Sunday afternoon, will take place at 2:30 o'clock to-morrow from her late residence.

Infant Dead.

Warner Louise, the infant son of Hilton W. and Ada Louise Goodwyn, died yesterday at the Virginia Hospital.

Mrs. H. C. Martens.

(Special to The Times-Dispatch.) FREDERICKSBURG, VA., December 10.—Mrs. H. C. Martens, of this city, died suddenly at the home of her son, Herman Martens, at Sparrow's Point, Friday, aged sixty-six years. Heart disease was the cause of her death. Her husband, one daughter and two sons survive her.

Richard Shelton.

(Special to The Times-Dispatch.) FREDERICKSBURG, VA., December 10.—Richard Shelton, a Confederate veteran and well known citizen, died here yesterday at the home of his son-in-law, T. M. Larkin, after a lingering illness, aged 75 years. He is survived by his widow, two sons and three daughters.

Mrs. Caroline W. Bullock.

(Special to The Times-Dispatch.) FREDERICKSBURG, VA., December 10.—Mrs. Caroline W. Bullock, widow of Granville Bullock, died Thursday at her home in Louisa county, aged eighty-seven years. She was married sixty years ago, and was a member of the prominent Winston family of Louisa. She is survived by three children, one brother and one sister.

William Marsh.

(Special to The Times-Dispatch.) LYNCHBURG, VA., December 10.—Wil-

Words of Praise

For the several ingredients of which Dr. Pierce's medicines are composed, as given by leaders in all the several schools of medicine, should have far more weight than any amount of non-professional testimony. Dr. Pierce's Favorite Prescription has the seal of approval of every bottle-wrapper, in a full list of all its ingredients printed in plain English.

If you are an invalid woman and suffer from frequent headache, backache, gnawing distress in stomach, periodical pains, disagreeable, catarrhal, pelvic drain, dragging down distress lower abdomen or pelvic, perhaps dark spots or speckling before the eyes, faint spells and kindred symptoms caused by female weakness, or other derangement of the feminine organs, you can do better than take Dr. Pierce's Favorite Prescription.

The hospital, surgeon's knife and operating table are avoided by the timely use of "Favorite Prescription" in such cases. Thereby the obnoxious examinations and treatments of the family physician can be avoided and a thorough course of successful treatment carried out in the privacy of the home. "Favorite Prescription" is composed of the very best native medicinal herbs known to medical science for the cure of woman's peculiar ailments, contains no alcohol and no harmful or habit-forming drugs.

Do not expect too much from "Favorite Prescription." It will not perform miracles; it will not dissolve or cure tumors. No medicine will. It will do as much to establish vigorous health as special medicines and ailments peculiarly incident to woman as any medicine can. It must be given a fair chance by perseverance in its use for a reasonable length of time.

You can afford to accept a doctor's opinion as a substitute for this remedy of known composition.

Sick women are invited to consult Dr. Pierce, by letter, for advice. All correspondence is guarded as sacredly secret and womanly confidences are protected by professional privacy. Address Dr. R. V. Pierce, Buffalo, N. Y.

Dr. Pierce's Pleasant Pellets

the best laxative and regulator of the bowels. They invigorate stomach, liver and bowels. One a laxative; two or three a cathartic. Easy to take as candy.

IMPORTANT NOTICE TO HOLDERS OF R. J. REYNOLDS TOBACCO COMPANY'S TAGS, AS SPECIFIED IN AND FAC- SIMILES OF WHICH ARE SHOWN ON THEIR 1906 CATALOGUE OF PRESENTS.

This space was bought to remind holders of our tags, who may have overlooked the fact that our offer of presents for the return and delivery to us of tags, as made and advertised in our 1906 Catalogue and Circular of Presents, expires by the terms of the offer itself on January 1st, 1907.

We would not consider giving presents to one without giving presents to all, for tags that reach us after our offer has expired, and for this reason we will not consider any cause whatever for delay in delivery of tags, and we will positively refuse to give presents for any tags that reach Winston-Salem, N. C., after Tuesday, January 1st, 1907, which is the full extent of time as heretofore stipulated in our offer.

No employee has authority to change or modify this or any notice or offer made by us.

R. J. REYNOLDS TOBACCO CO., WINSTON-SALEM, N. C.

MOUNTAINEERS THROW DYNAMITE AT GUARD

Remarkable and Successful Attempt to Rescue Property of Distillery From Hands of United States Officers—
Noted Criminal is Caught.

(Special to The Times-Dispatch.) GATE CITY, VA., December 10.—Deputy Marshal Flournoy Quillen and posse Friday night captured William Ramsey and William Bricker, who were operating an illicit distillery in the hills, near Duncannon. The officers brought the prisoners to jail and left two men to guard the distillery. Yesterday morning, before light, a number of men attacked the two guards, shooting many times at them and throwing lighted

dynamite. Gilliam, one of the guards was shot in four places, one of the wounds being serious. The two men fled and their assailants carried away the outfit. Ramsey served a long term in the Virginia penitentiary for murder. He has also served a term in the United States prison for violating revenue laws. As soon as he gets out of jail or the penitentiary, he goes back into the mountains and resumes his stilling operations. He is one of the most noted criminals of Southwest Virginia.

DIDN'T HAVE LICENSE; AGENT ARRESTED

Solid Rock Building Association Could Not Operate in Raleigh. North Carolina Building.

(Special to The Times-Dispatch.) RALEIGH, N. C., December 10.—The State grants licenses to the Scottish Fire Insurance Company, Fayetteville; capital stock, \$50,000, and the High Point Live Stock Company, \$50,000.

The National Guard board to revise the regulations is again in session here. Generals Robertson, Armfield and Macon composing it. It will finish its work this week.

The insurance commissioner has brought about the arrest of a negro who is representing the Solid Rock Building Association, of Philadelphia, which has no license here, and two more arrests are expected. Deputy Commissioner Scott has arrested a white man and a negro in Beaufort county for burning a dwelling.

The Marmora, Miss. is chartered to be owned by the O'Dell family, is chartered capital stock, \$5,000, as is also the Acme Canning Company, of Reidsville, \$10,000 capital stock.

Another effort will be made at Norfolk this week to arrange for the North Carolina building at the Jamestown Exposition, the bids so far submitted being far too high.

The contractor who is in charge of the Beaufort Falls power plant, on the Cape Fear River, above Fayetteville, finds that he will have to rebuild the dam.

PLEA FOR PRISONER.

Attorneys Appeal to Governor to Spare Barrett's Life.

(Special to The Times-Dispatch.) RALEIGH, N. C., December 10.—The Governor issued a commission as Superior Court Judge to Owen H. Quillen, of Newbern, who will hold a special term of Caldwell court for two weeks, beginning January 8th. The bar of that county asked that he hold his first court there.

Attorneys from Greensville were before Governor Glenn in the interest of Sylvester Barrett, who will be hanged December 18th, neither the judge or the solicitor recommending pardon.

Convicted of Moonshining.

(Special to The Times-Dispatch.) RALEIGH, N. C., December 10.—In the Federal court at Raleigh, N. C., John C. Johnson county was convicted of moonshining. His two sons were convicted.

Tutt's Pills

This popular remedy never fails to effectually cure Dyspepsia, Constipation, Sick Headache, Biliousness, Torpid Liver and Bad Digestion.

The natural result is good appetite and solid flesh. Dose small, elegantly sugar-coated and easy to swallow. Take No Substitute.

Lumsden's
231 E. MAIN ST.

For Old People

It is the most acceptable of all liquid foods. Exceedingly palatable and so prompt to effect a feeling of renewed vigor, vitality and energy.

Fehr's Malt Tonic

gives to old people the tone and glow of youthful health. Goes right into the circulation. Strengthens the heart action. Feeds the nerve centers with the food they need. Sends new, rich blood into every tissue. It is a truly wonderful Tonic.

FOR SALE BY ALL DRUGGISTS.

Fehr's Malt Tonic Dept., Louisville, Ky.

Shoppers

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